

Auto Notes Of The Von Hamm-Young Company

The great number of new automobiles which have been brought into the Hawaiian Islands in the past few years has had a great deal of effect on the prices of used cars which are in the Territory. Some people are afraid to buy a used or second-hand car, as they have possibly heard of people on the mainland who have invested in such things and have been disappointed. Conditions in the islands are entirely different from those on the mainland, for various reasons. First of all, automobiles receive far better care here, as people in the islands take pride in keeping them clean, quiet, and in perfect order. On the mainland, machines are used more from a commercial standpoint and are kept in public garages to a great extent, and of course do not receive the personal attention which they should. Another thing is that the distances are so short here that the engines are not subjected to the constant long trips at high speed. Long stretches of road where a high rate of speed may be maintained overheats an engine and rattles the car all to pieces. The longest trip on this island is the circuit, which takes in about eighty-nine miles and the longest stretch where a high rate of speed can be maintained is about six miles. Sharp turns and poor road conditions prohibit much speeding here, so that an ordinary machine sold second-hand is far above the standard of second-hand cars on the Coast. Prices are very low at present, and just at this time excellent cars may be picked up at very moderate prices.

Great interest is being manifested in the big three-ton Packard truck which is owned by Mr. Percy M. Pond, which he is using in his contracting business. This car is doing the hardest kind of country work, and doing it very cheap and satisfactorily. The past month the truck has been hauling pineapples right out of the rough fields to the canneries. It has also been hauling rice straw from Mokuleia to Lelehu. It has already established a record that cannot be equaled by any other make of truck. When one considers that this truck has been making three trips a day

with a full load from Mokuleia to Lelehu and return, where mule teams were only able to make one trip a day, it sure is time for other contractors to sit up and take notice. No better proof of the reliability and practicality of the Packard truck can be demonstrated than by announcing the fact that the Adams Express Company of New York has seventeen Packard trucks in daily use. Statistics from the Packard company show that Packard three-ton trucks are used in 131 different lines of trade in the United States. This includes most every line of business, including fire apparatus and municipal wagons, also 125 in brewery service and fifty-eight in the packing industry.

The von Hamm-Young Company delivered by S. S. Wilhelm a light Buick delivery truck to Mr. E. N. Holmes of Hilo, and a 40 horsepower Overland to Mr. Jesse Fernandez. Another delivery was made of an Overland runabout to Mr. J. W. Green of Ewa.

While ago there was an automobile club in Honolulu, but it seems as if this has died a natural death, as there have been no evidences of such a club in the last three years. Honolulu certainly has clubs enough without this one, but it has occurred to many prominent citizens lately that an automobile club is really more necessary here than most any of the other clubs. The automobilist has not a friend in Honolulu and has absolutely no protection; nobody to fight his battles and nobody to take up the good of his cause. If the people who own automobiles in Honolulu could be made to understand the difference which good roads would mean to their repair bills they would certainly get together and form the strongest club in the territory, and would get anything which they demanded. Not only this, but the small amount of dues which could be collected from the members would do wonderful things to help road conditions and automobile jurisdiction in these islands. This matter certainly deserves the attention of some prominent motorist who is not in the automobile business, and everybody hopes

that some public-spirited citizen will take this matter up at once and help keep the repair bills of the automobile down, and give us more real automobile pleasure.

Royal Hawaiian Garage.

The week just ended has been an extremely busy one in every department at the Royal Hawaiian garage, reports Manager George Wells. The increased staff has been working at full pressure and there is a lot of work still ahead.

Wells is in hopes that the super-visors will try out the Knox cars during the tests for a suitable auto fire engine, for these cars, he says, have been successful wherever they have been tried. He has a lot of cars and trucks now, and the taste of every individual motorist can be satisfied at the Royal Hawaiian Garage.

A Packard Running on Rails.

A Packard "30" touring car equipped to run on either road or rails has been perfected by W. G. Irwin, president of the Indianapolis, Columbus & Southern Traction Company. On a recent trial trip from Columbus to Seymour the machine ran nearly fifty-four miles an hour against a head wind and sixty miles on the return trip.

Wood rims made by a pulley company fit into the standard rims of the automobile and in place of the pneumatic tire there is a flanged steel car tire. These parts are bolted together in such a way that when the car is wanted for road use the special equipment can be easily removed and standard automobile tires attached in its place.

When the motor car is being used on the traction line it will run as a second section of the car it is following, and will always operate under orders of the train dispatcher. The car is to be equipped with a telephone for connection with the train dispatcher's office from any point along the line.

The driver is Clessie Cummins of Columbus, Ind., who has qualified as a motorman, as well as a chauffeur and mechanic. President Irwin is contemplating a trip to Buffalo, going all the way by rail in his gasoline car.

Coast to Coast in a Packard.

Mrs. A. B. Ross and her daughter arrived at their home in Auburn, N. Y., recently, having made the trip

from San Francisco in a Packard "30" touring car. They were accompanied only by a driver and traveled every mile of the distance on their own power. The ladies passed two nights in the car while crossing the Rocky Mountains.

They Lost no Time.

After an acquaintance of one week, Miss Juliet Howard Tyson, the handsome daughter of the late Benjamin Howard Tyson, a wealthy Baltimorean, was married recently to Edward Norris Gallagher, who is employed as a demonstrator by the Packard Motor Car Company of New York, Packard dealers in the metropolis.

Flanders Has More Triumphs.

The Schuman Carriage Company has received more tangible evidence that the Flanders is coming more and more to the front. A telegram has been received from the Studebaker Corporation E. M. F. factories which reads as follows: "Flanders twenty again made clean sweep having been awarded first and second prizes—all the prizes there were in her class—in the ten days' reliability run from Minneapolis to Helena, Montana. This was the hardest contest any light car has ever entered. The distance was 1,390 miles, and the route was over mountains and plains. The roads are the worst in America, and the rain that fell every day produced mud hub deep. The two Flanders were the only cars in that class to finish with perfect scores, and only one other car of any price, that was a Marmon, selling at \$2,700, finished with a perfect score. The cars that were penalized included the Packard, the Stoddard-Dayton, the Abbot, the Detroit, the Amplex, the Maxwell, the Cole, the Kirt, the Hupmobile and other small fry. This is the second great victory for the Flanders Twenty in a month. The other victory was that of obtaining three perfect road scores in Iowa's Little Golden competition. No other \$800 car on earth can stand up with a Flanders Twenty in hard road work, and in this latest contest she was sent out of her class and trimmed the \$4,000 fellows."

E. M. F. Also Score.

In addition to the foregoing the Schuman Carriage Company has received advice on the victories of the E. M. F. car. At Guttenburg track, North Bergen, on July 22, the E. M. F. cars pulled off two winning events out of the six on the program.

A sample of the new 1912 E. M. F. beautiful car. It is of the fore-door 30 has been received. This came to type, and should become even more hand on the Wilhelmia, and is a popular than its predecessors.

VIGOROUS OLD AGE

Even ruddy-cheeked youth is not more beautiful than the mature vigor of healthy old age. This, however, is not seen so often as it should be, partly because many persons mistakenly suppose that weakness and ill-health are inseparable from ripe maturity of years.

Yet in the majority of cases enfeebled old persons require nothing but the simple, natural treatment afforded by

Stearns' Wine of Cod Liver Extract

which acts by increasing the appetite, aiding digestion and putting more iron into the blood. It has neither the taste nor smell of cod liver oil, but is as pleasant to the taste as a superior table wine. It is as valuable to old persons as to young ones and many of its most remarkable effects have been achieved with the aged. Get it at your druggists and be sure you get STEARNS'—the genuine.

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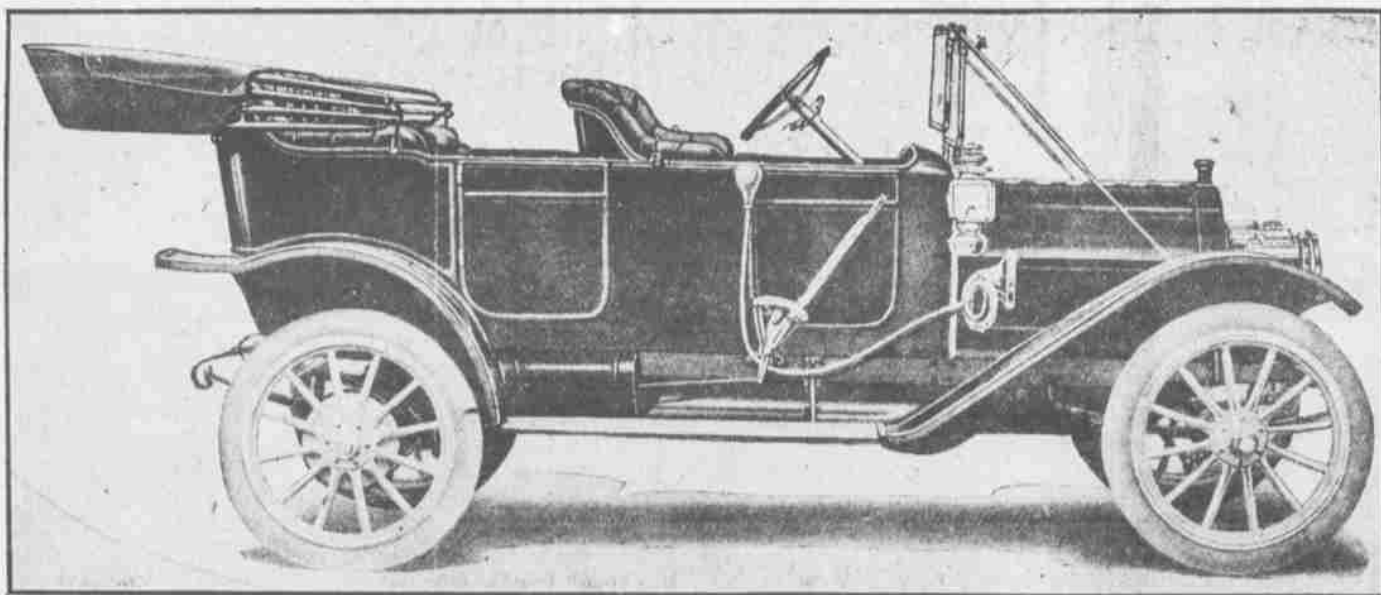
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BY HAVING the low, damp spots in your yard filled in and the lot graded you will be assisting in the campaign against mosquitoes besides making your place much healthier. Estimates furnished.

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Powerful, Silent, Easy Riding

THE REMARKABLE SUCCESS OF THE E-M-F "30" IS THE SUBJECT OF MORE FAVORABLE COMMENT FROM AUTOMOBILE BUYERS, BOTH HERE AND ON THE MAINLAND, THAN ANY CAR ON THE MARKET. THE E-M-F COMPARES FAVORABLY WITH CARS RANGING IN PRICE FROM \$2000 TO \$2200. PRICE IN HONOLULU FULLY EQUIPPED, \$1350. EQUIPMENT INCLUDES MOHAIR TOP, WIND SHIELD, SPEEDOMETER, MAGNETO, SIDE, TAIL AND HEAD LIGHTS, TOOLS, WHEEL JACK, HORN, GAS GENERATOR, ETC.

THE 1912 MODEL BESIDES COMING IN THE STANDARD TYPE OF BODY WILL ALSO BE MADE IN THE FORE-DOOR TYPE; PRICE \$100 EXTRA.

SCHUMAN CARRIAGE CO.